

STOCK

APRIL

AR

Monthly

2^s/₆

JOURNAL

I N T E R N A T I O N A L

The Shape of Things to Come



**Spedeworth's
Racing Fixtures**

"Making 'Em Go"

by Jumbo Allen

Trend Setters

*by Tony Bostock of
"Popular Motoring"*

SPEDEWORTH LTD.

**EUROPE'S LARGEST STOCK
CAR RACING PROMOTERS**

proudly present

FORMULA II STOCK CAR RACING



featuring
**LES (Mr. STOCK CAR) EATON,
JUMBO ALLEN, CONTINENTAL
DRIVERS and WORLD "STAR"
ACTS**

FOR APRIL AND MAY

EASTER WEEK-END

*The Greatest Week-end of Thrill-Packed
Stock Car Racing Ever Produced*

THURSDAY, April 15th, 8 p.m.

GOOD FRIDAY, April 16th, 3.30 p.m.:
YARMOUTH STADIUM
Grand Opening Meeting.

GOOD FRIDAY, April 16th, 7.45 p.m.:
NEW CROSS STADIUM
Grand Opening Meeting.

LASTER SAT., April 17th, 7.45 p.m.:
IPSWICH STADIUM
Trophy Event.

EASTER SUN., April 18th, 3.30 p.m.:
EASTBOURNE STADIUM
Trophy Event.

EASTER MON., April 19th, 3 p.m.:
OXFORD STADIUM
Trophy Event.

EASTER MONDAY, April 19th, 8 p.m.:
WIMBLEDON STADIUM
Grand Finale of the Easter Week-end
Easter Trophy :: Fireworks.

Thurs., April 22nd, 8 p.m.:
ALDERSHOT STADIUM

Sunday, April 25th, 3.30 p.m.:
EASTBOURNE STADIUM

Tuesday, April 27th, 8 p.m.:
READING STADIUM

Thursday, April 29th, 8 p.m.
ALDERSHOT STADIUM

Friday, April 30th, 7.45 p.m.:
YARMOUTH STADIUM

Sunday, May 2nd, 3.30 p.m.:
IPSWICH STADIUM

Monday, May 3rd, 7.45 p.m.:
OXFORD STADIUM

Thursday, May 6th, 8 p.m.:
ALDERSHOT STADIUM

Sunday, May 9th, 3.30 p.m.:
EASTBOURNE STADIUM

Tuesday, May 11th, 7.45 p.m.:
READING STADIUM

Thursday, May 13th, 8 p.m.:
ALDERSHOT STADIUM

Saturday, May 15th, 8 p.m.:
WIMBLEDON STADIUM

Sunday, May 16th, 3.30 p.m.:
IPSWICH STADIUM

Monday, May 17th, 7.45 p.m.:
OXFORD STADIUM

Thursday, May 20th, 8 p.m.:
ALDERSHOT STADIUM

Friday, May 21st, 7.45 p.m.:
NEW CROSS STADIUM

Sunday, May 23rd, 3.30 p.m.:
EASTBOURNE STADIUM

Tuesday, May 25th, 7.45 p.m.:
READING STADIUM

Thursday, May 27th, 8 p.m.:
ALDERSHOT STADIUM

Friday, May 28th, 7.45 p.m.:
YARMOUTH STADIUM

Sunday, May 30th, 3.30 p.m.:
IPSWICH STADIUM

LET'S GO !!!

SPEDEWORTH

STOCK CAR RACING

Your Second Edition

"STOCK CAR JOURNAL" APRIL, 1965

Vol. 1. No. 2

Contents

WHAT IS THE LIFE OF A STOCK CAR?

By Dick Cottrell

'MAKING 'EM GO'

by Tony Bostock

NEWSHAWK

TREND SETTERS

PERSONALITY PAGE

LETTERS TO THE EDITOR

TRACK CHAT

LETTERS FROM THE NETHERLANDS

DOWN MEMORY LANE

All enquiries to:
The Editor, "Stock Car Journal",
Aldershot Stadium,
Tongham, Farnham, Surrey.
Tel.: Aldershot 20182.
Published by Spedeworth Ltd. at Aldershot
Stadium, Tongham, Farnham, Surrey.

All enquiries regarding advertisement
space in this magazine should be made to:
Advertisement Manager, Sports Advertising,
91 Church Road, Hove, Sussex. Tel. 774075.

My thanks to all of you for your terrific response to our first issue and the confidence many of you have placed in our magazine by placing your order for a complete year's supply. This has given us a tremendous boost and the ability to lay some ambitious plans for the months ahead. I would also like to thank Mr. Alan Cairns (Sports Editor of the "Hants and Berks Gazette") for his remarks on the first edition and his active interest in our lads in his area. Mr. Peter Arnold, in the current "S.C.N.", also commented on our first issue, together with an inclusion of Spedeworth's Easter fixtures and a very good write-up on our opening meeting at Wimbledon.

There were, however, a number of aspects of the first "mag" that needed improving, but which in the time available was impossible to do. In this issue you will note that the size of type has been increased to make easier reading, and I am sure this will help tremendously. We hope you will also like the alteration to the colour layout.

This time, with the Continental drivers arriving for the Easter week-end, we have a letter from the Netherlands Autocar races Organisation organiser, Mr. J. J. G. Claes, which no doubt you will find interesting, and Mr. Claes has promised to contribute to the magazine regularly.

I would like to take this opportunity of welcoming the drivers from the Continent on behalf of all "Journal" readers and everyone at Spedeworth and, like Mr. Claes, let's hope that the best man wins and that this is the first of many such visits from our European colleagues.

Together with our extra contributor, this month's edition embodies write-ups by our 'regulars', and I am sure you will all be interested in the "Trend Setters" article by Jumbo Allen, which features the current talking point in the pits and on the terraces, the Jack Taylor experimental car.

Scotland, Too

Spedeworth will be promoting in Scotland this year. This is the glad tidings from o'er the Border, and promotions there will be under the control of Mr. Roy Cecil, who with wife Gwen are at present organising the opening dates, and will also be contributing to next month's edition.

DAVE GAY.

Note.—The Editor wishes to make it quite clear that the "Stock Car Journal" is not the "Spedeworth News" but a Stock Car Racing Journal to bring the news and views of the raceways to the paying customers. Bearing this in mind, we print the first report of a raceway not controlled by Spedeworth International Board of Control. Many promoters will have you believe that too many tracks are detrimental to the sport. This is not my belief. I am sure that the more tracks there are, the more popular the sport becomes. We openly extend an invitation to all promoters of Formula II stock car racing to submit to us any items of interest regarding their promotions and any news item regarding future plans, etc.

NEWS HAWK



FOLLOWING some disclosures of Les Eaton's past life in last month's issue, I was swamped down with letters that fell into three categories: they disliked; they liked; they wanted more.

Dealing with the critics first: they stated that the article showed Les as a big-head, especially when, looking for a laugh, he tried to get his pal questioned by the police. To be honest, his pal laughed more than Les, as the car was in faultless condition, correctly taxed and insured. Oh yes, every successful man has those around who would like to shoot him down.

Coming to the middle group—thanks a lot chums. Passing to those who said that Les deserved more praise, let me quickly add that owing to space allocations, the Editor chose to cut out quite a large section that gave fuller gen. I will still get these items in this magazine, even if I have to wait for Dave Guy to go on his holidays. Les is such a character that it is not possible to write without causing some friction somewhere along the line. When I joined Spedeworth three years ago, he gave me an absolute free license to write as I see the sport, and characters therein. Need I tell you that he is *the* character? Not only that, but he is *the* commentator this side of the Big Pond. No one can arrest, and simultaneously transmit all the drama, glamour, and excitement that this sport offers, like Les. Within seconds of lifting the mike, he takes us right out there onto the raceway. Yet only two seasons back, Les wouldn't get near the mike. If he did get hold of it, it was as if it was red hot. His understanding of other people's troubles is unique, be the person a driver, official or even a part-time attendant, he will listen and advise.

Also, no matter how long the person takes, Les will never glance at his watch. When you are with him, you feel that you are the only person he worries about. It is this attention to the humblest that gives him the power to make us share all the thrills with the drivers who are supplying the racing.

Coming back to the letters: let me explain that there is the world of difference between being plain cocky, and being confident. Les is the latter. Everyone working close to him will verify this statement. He radiates his personality right through the stadium, no matter how comfortable or bleak. Even the newest White Top gets the same nod and wink as given to all his closest associates. If business is to be discussed, then the best time is 6 p.m. onwards. If you try to get him going in the mornings, it's like riding a bike uphill against a strong wind—you get nowhere fast; but get him in the evening it's like coasting downhill with the wind pushing you on. Faults? Of course he has. He is too generous to those with a hard luck story. Smokes too much; expects everyone to work as hard as he does; gets hurt easily by those who abuse his loyalty and sincerity. To give you an idea of his humour, he told his wife, Mavis, that he would be a good provider as a Stock Car Promoter, 'providing' it never rains in the area of the stadium where he is promoting, and 'providing' plenty of people pay to see the spectacle!

He is a great believer in old sayings. His most popular are: "Right is Right; Wrong is no man's Right." "It is better to be insulted than ignored." "A thousand friends are not too many, but one enemy is one too many."

74 ARNOLD LERROY

To conclude this month's news and views on Les, I did receive many letters agreeing with my views, asking for more gen on him, and some to the other extrem—those who told me I was holding back; I wasn't giving him the 'lift' he was entitled to. But every letter agreed that he is THE personality of this rugged go-getting sport. Oh, yes, another point of interest: when he announces over the mike "If you see me at the bar, don't be shy—ask me what I'll have," he really means it!

Having had a month's racing behind us, the typewriter now taps along easily with a ring-a-ding speed after rusting up during the winter months. I, like all of these on the non-racing staff of Spedeworth do not participate in any other form of sport, there is no rule to this effect, it just happens that we consider that after our long and arduous season, we need to readjust ourselves to our own business following. As I have told you before, the Director and Administration Staff depend 100 per cent. on Stock Car Racing for their living, it is, I am sure, this "all with it" attitude that is the basis of the success of the Promotions presented by Spedeworth.

Of course, the main ingredients are the glory boys racing under White, Yellow, Blue and Red roofs, without these devil-may-care lads we would not be here to-day marvelling at their skill and daring as they sweat and curse their way through the field in an endeavour to grab the all-important chequered flag. March 20th, at 8 p.m., was the all-important date and time as the lads came out for the first Grand Parade of 1965. Wimbledon Stadium, in spite of its superb lighting, was a grey, miserable-looking place, the skies had been full of rain all day, it never stopped from the Friday evening until 3.30 the following afternoon. I was at home, apprehensively waiting for a ring from the Stadium to tell me that the meeting was to be postponed, especially as Chelsea, Arsenal, Leyton Orient and Charlton had to postpone their matches. At 4.30 p.m. I rang the Stock Car office and was delighted to hear that the meeting was on. As the cars came on to the raceway they lit the place up with their newly-painted colours, it was a sight for sore eyes. Leading the parade came the gaily-painted Control Car, its impact was instant and immense, the crowd began talking about it.

Next to come out was Eddy James, the current world champ., proudly displaying his Gold Roof; next to roll on the raceway was Foxey Dance, the current British Champ.; next came Stan Ingle, the International Champ., followed by Don Mason, who holds five major titles, then came the new chairman of the drivers' committee, Tony Maidment. Then came all the remaining Red Tops taking part, but where was Jan Scott? His wife was around selling programmes, but not once did I see him. The racing was fast considering the treacherous soaked raceway. Winding up the evening with a superb display, Ginger Payne took the chequered flag for the first Grand Final of 1965, all the more remarkable when you reflect that he took the chequered flag for the last Final of 1964 at Wimbledon on November 28th!—a rare performance to close one season as the winner and to commence the following season also as the winner. Good for you, Ginger, you drove a well-timed race. Another new idea was to bring in the Production Lap Trials, won by an Anglia in 49.1 secs. These trials are proving popular.

Going back a few months I wrote that even Rolls Royces proudly display "The Spirit of Ecstasy" as their mascot. We received a letter from a gentleman who stated he had purchased four Rolls and he never knew what the mascot was! Strange that he should have to spend thousands to get the best in motoring, yet only spending the same as you to get the best of our sport, a kind of, the best of both worlds.

Whilst we may marvel the skill and daring of drivers, especially the Star men out there, let me remind you all that you may apply for a licence at the Head Office—for a fee of £1 you will receive a number which will be yours and yours only. Regarding the building of a Stockie you get full information of do's and don'ts. If you feel that you could show a turn of speed, whilst being bunched up on the bends with 20-30 other points-hungry drivers. Remember all of the established stars had to make their debut, so roll up lads if you fancy yourself as a new Eddy James, it costs little to find out your ability. Before you do, however, remember this—where are you going to keep it? As a Londoner I used to wonder why most of the lads live in the provinces, surely, I thought, London can provide plenty of drivers with the necessary skill. Then it was whispered, where can they keep it and, more important, repair and maintain them? So if you are a Towny, think first—you need a yard, garage or similar, with neighbours far enough away so as not to cause a nuisance, especially when returning home in the early hours with the Stockie resembling an old battered sardine tin, and your buddy reminds you that you have only a few hours to get her ready for the next meeting. Taking the serious vein, every business, be it what it may, needs an influx of new blood. Stock Car Racing is no exception, especially when bossed by a tycoon such as Les Eaton. He has plans for more Stadiums, therefore more drivers will be offered plenty of racing. Somewhere on the terraces are the new Stan Ingles, Eddy James and Co., so come on lads, let's have plenty of applications for this man-sized sport, but remember this, you will have to park it somewhere, the question is, Where? I state here and now, irrespective of any new Stadium contracts, Les may get, the sport will curl up and die unless we get a steady influx of young daring lads with sufficient fire in their bellies to get out there to do or bust with the best. Age just does not come into it, proof is that we have as a Star driver young Trevor Carpenter (35), who is not yet 17—not only is he a Red Top, but a very forceful character on the raceway, belying his tender years, with his uncanny skilful driving, not for him the biff-bang stuff—he likes to take his Stockie home all in one piece.

If you do decide to Race for Europe's Largest Promoters of this sport, you will be able to travel around quite some. They are now promoting at Aldershot, Eastbourne, Great Yarmouth, Ipswich, New Cross, Oxford, Reading, Wimbledon, Scotland, and in association over the Channel in Holland, Germany and Belgium. Sounds interesting, reads like the life you are looking for. Sure it does, any full-blooded lad will be only too pleased to have a bash.

Now it remains for me to wish you well. Take care on the roads, come to promotions, come often and bring a friend. Cheerio, keep smiling!

What

IS THE LIFE
OF A
STOCK CAR

by

DICK COTTERILL

TO MANY PEOPLE, the impression is of a Stock Car of some fantastic size and weight that arrives at a meeting, runs and is then scrapped.

In fact, quite the reverse is the case. Although we impose a weight restriction of 15 cwt. ready to race (This is a problem when an ordinary Ford 10 has a kerb weight of 15 cwt.), Stock Car builders overcome this by removing all unnecessary bits and pieces such as wings, glass, upholstery (and paint) and rebuild with angle or channel iron to strengthen the chassis, making sure that if any part is bent it can be cut out and rebuilt. As a matter of fact, we have cars racing this season lighter than they were two seasons ago. I should say that probably Roy Wood has one of the cars that has raced over the last three seasons and except for a new look body and "mods," is still racing and is also lighter than when it was first built.

WHAT IS THERE TO DRIVING A STOCK CAR

We have proved over a long period that to obtain maximum traction a car needs both wheels driving, otherwise when cornering the inside wheel slips and power is lost. This is on an ordinary axle (I know some very early cars had a solid rear axle). With what is known as the differential, either wheel can increase or decrease its speed in relation to the other wheel so that when cornering the outside wheel does not drag and in consequence the tyre life is prolonged. To obtain both wheels driving together the mechanics strip down the axle and either weld the two shafts together or as some bright lads have done, fill the differential with hot lead that can be melted out and used again.

To come to the actual driving skill required. With both wheels driving at the rear the tendency is for the car to go straight on. So you have to combine a steering and throttle technique that promotes the necessary car drift and you can then slide round corners with all the thrill of high speed motor racing. Don't forget the next time you see a Stock Car spin round on a bend, tell him he needs better throttle control.



CLOSED CIRCUIT RACING

All the tracks used are approximately a quarter-mile in length and oval in shape. Tracks are either slightly larger or smaller, more round or egg-shaped than others and so quite a large amount of gear ratios and tyre sizes are required to cover all the tracks, and of course, some tracks have a different surface. On top of this it might be that an engine produces a better low speed torque than another and so further ratios are needed to help a driver get the best from his car. It often happens that between races a driver has to change wheels and this is why some delay of the next race is unavoidable if we are to allow drivers to try out their knowledge. Of course the expert will work out his required speed and select the necessary gear box and axle ratios to give his engine considerable life between overhauls.

By the way, this is a very important point, as most drivers cannot replace engines as easily as gear boxes or rear axles. To get the best from an engine a large amount of work must go into it as you may probably know if you have had your engine overhauled at the local garage! without, of course, the tuning that can go into an ordinary 8, 9 or 10 h.p. engine.

This is why the Ford is better to use, though not necessarily the most powerful. Spare parts are the stock car driver's big headache, but are still obtainable from most dealers who know we operate in their area.

ned. autocar races-organisatie

n.a.c.o.

Dear drivers and supporters of Spedeworth Ltd..
Here I am with some news from the Dutch, Belgium and German promoter, Mr. Jack Van Claes, from Holland.

I am glad that our drivers of the N.A.C.O. will be able to take part in the English races. This has been made possible by the greatest promoter of England, Mr. L. Eaton, and his wife. All our drivers were very surprised to get this splendid opportunity to see all the nice stadiums in England. It is a pity we have not such nice ones as Wimbledon. Everything has been organised in such a fine way, and when the English drivers come to Holland, we will surely make everything a big success on the autocar races in Nijmegen.

Our six drivers, who will be in England, have made three special autocars, which are a cross between Dutch and English cars, and they, furthermore, come with three regular cars, like we have seen them in England. They have not any glass in their cars, but Dutch cars have, because in Holland it is impossible to drive without glass, for the bottom conditions in Holland make it necessary. I like to know how the Dutch cars will be going on the English tracks, because they are never used to drive on them.

At the last meeting we had in Nijmegen with Mr. Eaton and all the Belgium, German, and Dutch drivers, Mr. Eaton told us that he first wanted a race with the Dutch drivers only, and after that a race between the three best of them and the best three English drivers. I can tell you we think it will be a very exciting race, and we surely hope the best will win.

We hope the public that will come to see the races will enjoy it, looking at the Dutch stock cars, and will talk with the drivers. If you will speak slowly, they will be able to understand you.

The first time Mr. Eaton came to Holland, I could not speak a word of English. So he was so kind to invite me for a week in England, and now I understand English very well. This winter we went to England for two weeks on holiday, my wife and me, and we will not forget the lovely time we spent in your nice and friendly country, thanks to Mr. Eaton and family. This is a nice way of making friends by the Stock Car races.

This letter has been translated by an Englishman, named Mr. Colbert Pimblett, member of the British Legion, who for many years married a Dutch girl. So she now is Mrs. Pimblett, and together they live in Nijmegen for seventeen years. Their son, who is sixteen years old, is named Jamies. If your drivers are coming to Holland, Mr. Pimblett will be very glad to help all of you in case of language troubles in the hotel and in the pits at the meetings in Nijmegen.

There are a lot of British soldiers who have settled in Holland, so you will feel more at home. We have a few English cemeteries in and around Nijmegen because in the last war Nijmegen had been a front town and is only about 10 miles from Arnhem. Nijmegen has still many war-scars, but we are happy everything is over now, because it is far better to have nice Stock Car races and plenty of international friends!

Many sporting greetings from

JACK VAN CLAES,
The Dutch Autocar Racing Organisation,
Nijmegen, Holland.





ROYSTON TRICKER (146) Ipswich, gaily shows the chequered flag after a very fine race.

KEEPING UP WITH THE TIMES

It is probably true to say that this year there has been more pre-season publicity than ever before. That there is a tremendous upsurge of interest in the sport of Stock Car Racing is undeniable.

Although in itself a new venture, the recent highly successful Stock Car Scramble at Padworth Park will have served as a reminder to regular fans that the new season was fast approaching, and also aroused interest in the purely Scramble followers, who turned up at Padworth out of curiosity. Last season saw the "gates" improve steadily as the season progressed, and this year an even bigger following can be anticipated.

It is most likely that the ranks of the drivers will be swelled considerably also. A recent article in the widely read "Popular Motoring" will undoubtedly help in this direction.

There are many other indications that this new season will be one to be remembered. Never has a "close season" seen so much activity around the tracks. Alterations and improvements at Aldershot, Arlington and elsewhere, have kept Les Eaton and his staff rushed off their feet throughout the winter. The "Stock Car Journal" has also appeared. A mammoth task, this, in itself.

There can be no doubt how all this will affect the Spedeworth organisation. Painstakingly built up over the last few years, the company should now be in a position to reap its just reward. The crowds on the terraces can be sure of even better value for their money, as all that has been done has been done with them in mind.

But where will this leave the drivers?

At first glance, their position may seem to have been weakened, as it is obvious that the more drivers there are, the less bookings there will be for the individual. However, I believe that while this may be true for a limited period, in the long run drivers too will benefit. The more the sport's popularity grows, the better it will be for all concerned. As more new tracks are found, the greater will be the demand for drivers, and if drivers have to be content with reduced bookings for a while, I am convinced that this will be for only a short time.

One other point that must be borne in mind is the question of racing numbers. A sore point with many drivers, who seem to think that all change must be for the worst. If the number of drivers increases as much as anticipated, then the present system will simply have to be dropped. As numbers creep up towards the four figure mark common sense will have to prevail, in order to avoid confusion amongst the paying public, as well as the officials and everyone else concerned.

WE CAN'T AFFORD NOT TO KEEP UP WITH THE TIMES.

WANTED—A GOOD PSYCHIATRIST

Although I have yet to win a race, I often find myself day-dreaming of such a thing happening, and this, more often than not, when I'm out with my wife in the family car.

I suppose it's a kind of wall I retire behind when I don't want to listen to her comments on my driving. I expect most blokes do the same thing at times, you simply go into a semi-coma which the nagging voice can't penetrate, and let her get on with it. Mind you! This has its drawbacks. There are times when I get too carried away by my thoughts.

Take the time when I pulled up outside my house after winning a particularly exciting race, and absent-mindedly climbed onto the bonnet of my neighbour's car, ready for my lap of honour. Old friends pass me by on the other side of the road now. That's the trouble with stock car racing, once you've caught the bug it eats its way into your mind, until you can't walk two yards without getting caught up in some imaginary safety fence, or bumping into a non-existent set of tyres.

Of course, it doesn't affect everyone in the same way. The other day I heard about a bloke who'd just made "star grading". He walked into the local barber's shop, and had his hair dyed red.

Then there was the scrutineer who used to be a policeman. One day he booked a fellow for incorrect parking, then stuck him on an extra fizzer for not having roll bars and safety straps.

But it seems to be striking my family extra hard. My eldest son, who'll be having his first race in a couple of weeks' time, has been winding himself up ready for the "off" for quite a while now. Last Sunday we were sitting down to breakfast, and Mike was at the back of the table looking straight down the garden. Now it was just an unfortunate coincidence of course, but "Swinging Safari" was being played on the radio, and at the critical moment, the woman in the house opposite decided to shake a green duster out of her bedroom window. The result was electrifying. "Sonny Boy" took off like a bat out of hell, straight through the window, and ended up downside over against the garden fence, covered with a liberal coating of fried eggs and marmalade.

It isn't funny. These days I find it a darned sight more terrifying off the track than on it. And—I just don't know what to do about it.

H.B.



NEW DRIVERS PROGRESS REPORT

A DRIVER RETIRES

Johnny Matthews (207) informs us he is retiring and wants to dispose of his stock car, complete with engine and diesel transporter. Johnny also has a spare engine, wheels and accessories. It is advisable to snap up this excellent equipment quick . . . stock car drivers "retire" on an average for just on one month! The address? 91 Baldock Road, Letchworth, or phone Letchworth 4014.

Looking around the pits after the first few meetings, it is plain to see that some new drivers have not taken sufficient notice of my article in last month's Journal, *Hints to New Drivers*. Why, some of their stockies are almost completely unmarked. However, one or two have been able to claim some small amount of success.

One driver who was well satisfied with the results of his first prang, tells me that he was delighted with the assistance given him by the other cars in the race. He states that he is still a little hazy about what actually happened, but says, I quote: "I was dawdling down the back straight, zig-zagging a little, when my car seemed to leave the ground. I seemed to be in the air for ages, and when I eventually came to my senses I appeared to be in some sort of building, the

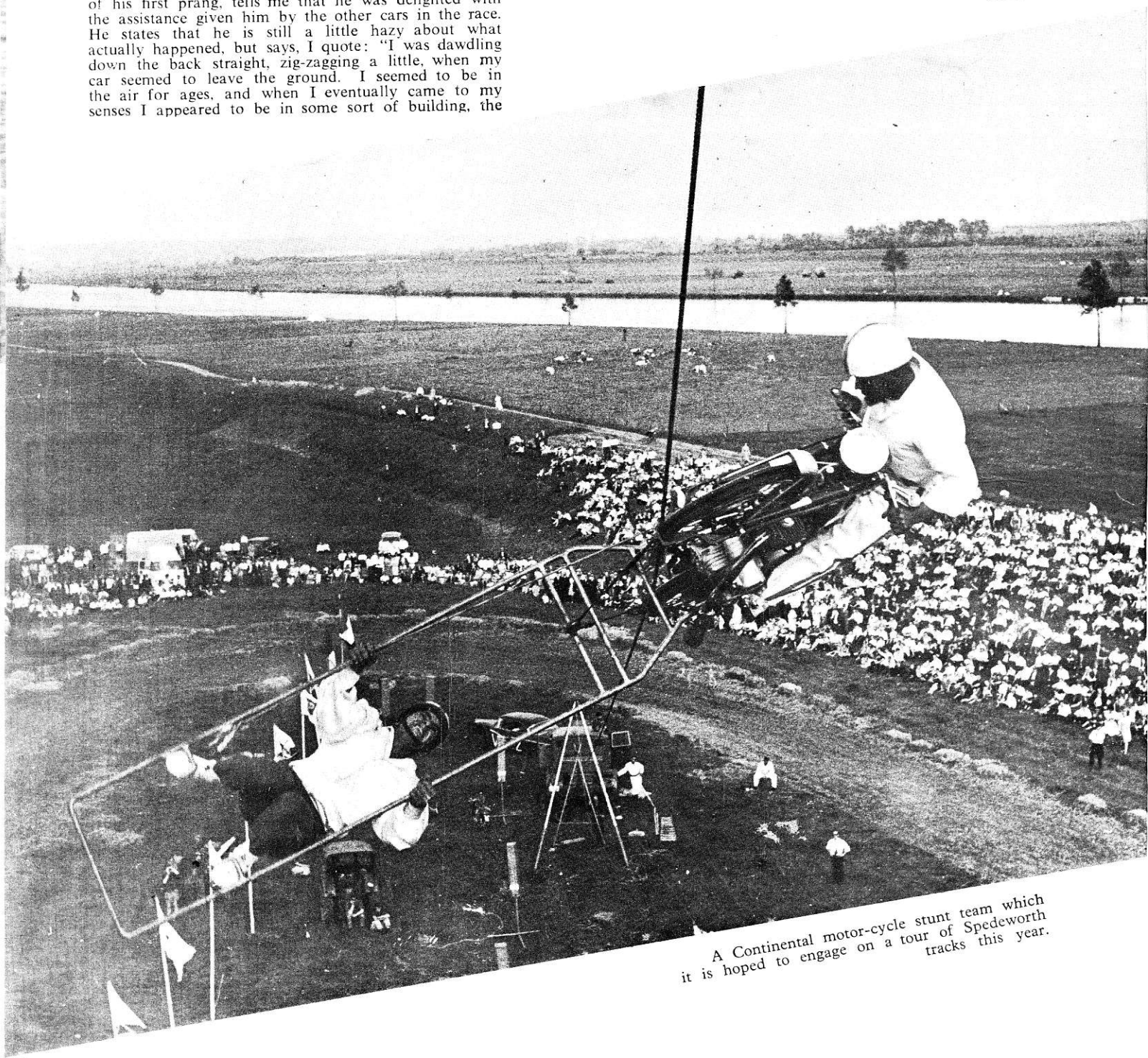
first inkling of where I was, came to me when I saw that what remained of my stocky, had come to rest alongside a notice which read, *Now Wash Your Hands*."

Another says he was doing well, or thought he was, as every time he passed Jumbo, he received the "second place" signal. It was only after the race was over that he realised that the sign he'd been getting was the Reversed Churchillian Traditional.

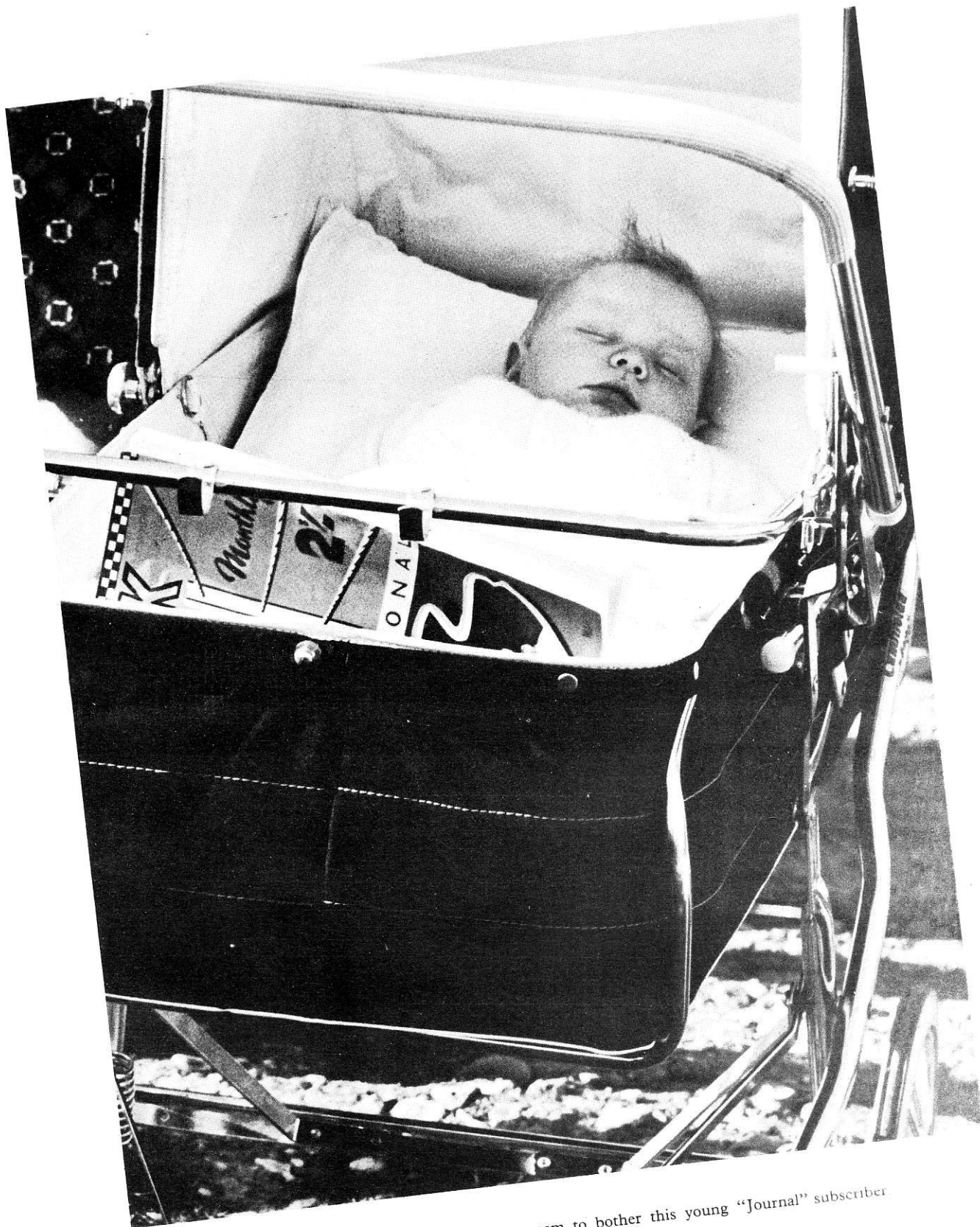
One driver complained however, that he just couldn't concentrate on the race as, each time he drove down the home straight, his attention was distracted by some clown who looked like Charlie Cairoli complete with bowler hat, black and white check shirt, striped socks, and trousers that looked as if they'd come straight from a Turkish Delight advert, who insisted on waving a black flag in his face.

However, I am sure that all the new men were doing their best to put on a good show, and they shouldn't worry too much if they don't meet with success straight away. Their day will come, and soon no doubt they will be teaching us tricks we've never even dreamed of.

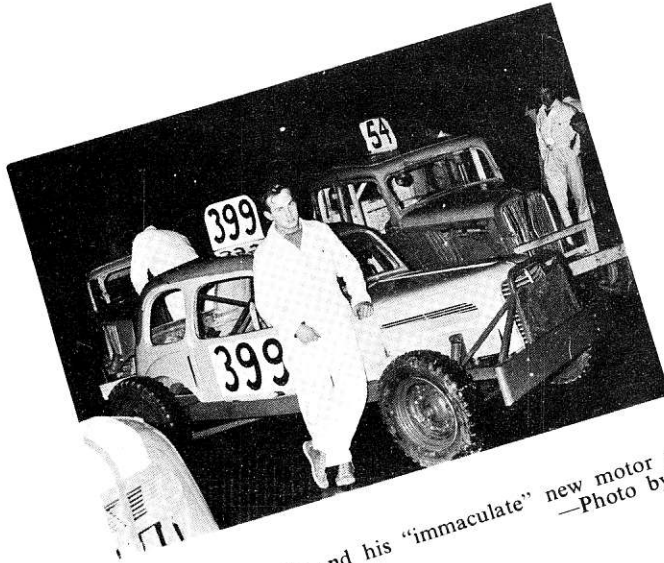
H.B.



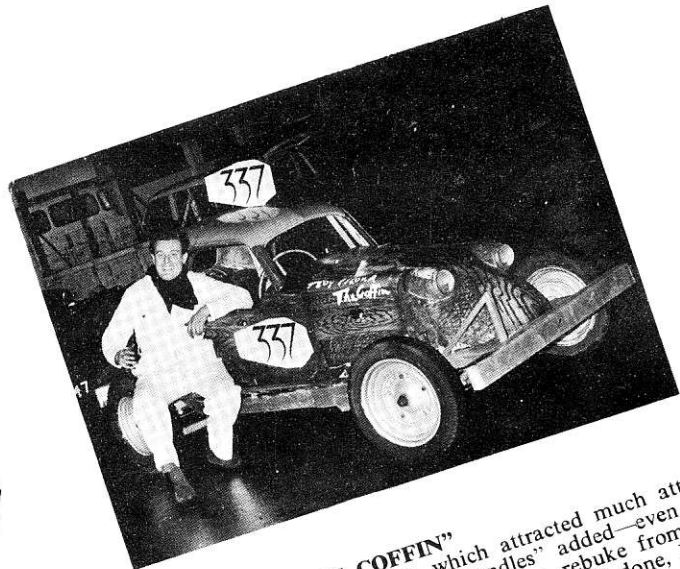
A Continental motor-cycle stunt team which it is hoped to engage on a tour of Spedeworth tracks this year.



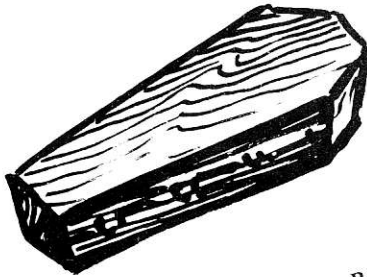
The roar of the Stock Cars does not seem to bother this young "Journal" subscriber



CHRIS STUDD and his "immaculate" new motor at Wimbledon.
—Photo by E. Setchell, Reading.



THE "NEW COFFIN"
ROY MONK'S new "coffin" at Wimbledon, which attracted much attention. This time it has had an "oak finish and handles" added—even the numbers having a ghostly appearance, which brought a rebuke from the scrutineers, for Roy—numbers must be $1\frac{1}{2}$ inches thick. Well done, Roy!





JACK TAYLOR poses at Wimbledon on March 20th, with his "experimental" Morris Minor, to which Jumbo Allen directs his attention this month.

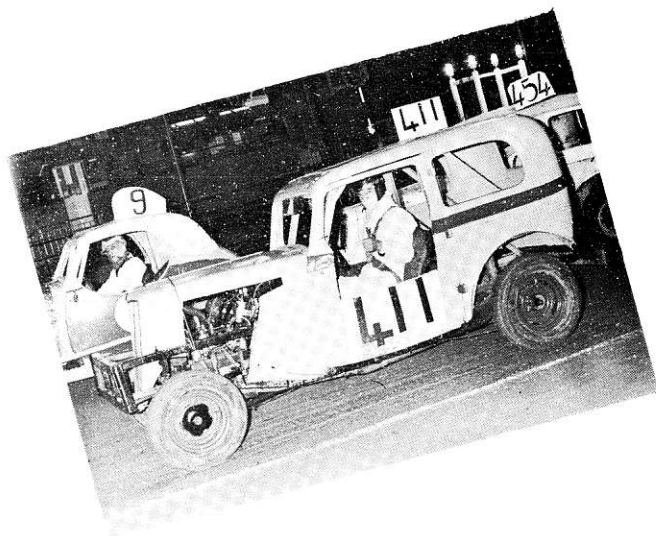
—Photo by E. Setchell, Reading.



WED AT 3 p.m. . . .

JIM PRINCE (411) and his bride . . . RACING AT 8 p.m.
reception to Wimbledon Stadium on March 20th, determined not to miss the opening meeting. Despite a gallon of "Silver Knight" oil his motor failed on this occasion!! However, our hearty congratulations to Jim and his bride and every happiness in the years ahead, both in their marriage and the 411 car.

—Photo by E. Setchell, Reading.



WHEN THE TRACK LIGHTS DIM

ALL REGULAR stock car racing supporters are aware of the hustle and bustle that goes on in the pits during race nights, but I wonder, do they realise the amount of work that has to be got through once the track lights have been doused for the night, in order that the various cars are made ready to race again? In the height of the season this could well be the following day.

Does the supporter ever visualise the conditions under which some drivers and mechanics have to work?

Some outfits are fortunate enough to have good workshops, and ideal places in which to store their cars, but there are many more—in fact I would imagine the vast majority—who have to complete all their work out in the open in some back yard, or a corner of some field totally exposed to the elements. It is a fact that for many crews, the finding of a suitable place to work, and keep their cars, presents a major problem.

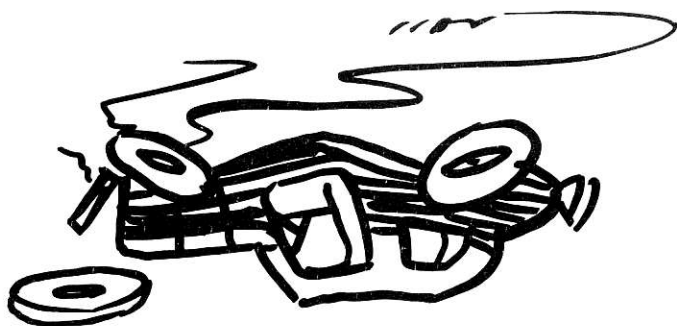
When your car suffers a serious battering, and is needed again in a couple of nights' time, the weather then becomes a serious hazard. The man with a good workshop equipped with lights, power points, etc., has none of these problems, but his less fortunate colleague with none of these advantages, has an uphill battle right from the start. When every hole has to be drilled with a hand drill, and often in the dark at that, the simplest of jobs can become a major operation. Very often the noise factor must also be taken into consideration. When working into the small hours, any untoward noise can bring complaints from miles around. But still the stocky fiend carries on, and miraculously the work gets done.

At the end of the season, it would seem that drivers and mechanics have plenty of time in which to build new cars. But those four long months can be ruthlessly whittled away by an unkind winter, and often the men who have to rough it, are once again engaged in a desperate race against time in order that their cars can be ready for the start of a new season.

Another factor that is becoming more and more of a problem, whilst the present formula remains in operation, is the growing scarcity of spares. The old pre '48 Ford parts on which the stocky men have to rely so much at present, are becoming increasingly difficult to obtain.

This, then, is the reason why the experimental car regulation takes on a position of such importance, and why the patrons can expect to see various changes in the near future.

One thing, however, remains certain, that is that no matter how great the obstacles, by the fact that the Spedeworth Organisation is ever willing to experiment, and because they really THINK about the future, the men that race under their banner will always produce the up-to-the-minute, thrilling race that you the spectators deserve to enjoy.



THE WHITE TOP'S LAMENT

"Swingin' Safari" starts to play,
Once again we're on our way.
Green flag waving, foot down flat,
Who's that belting me up the back?

Into the bend, I start to spin,
I'm looking back to where I've been.
I straighten up, and start again,
Ingle passes like a train.

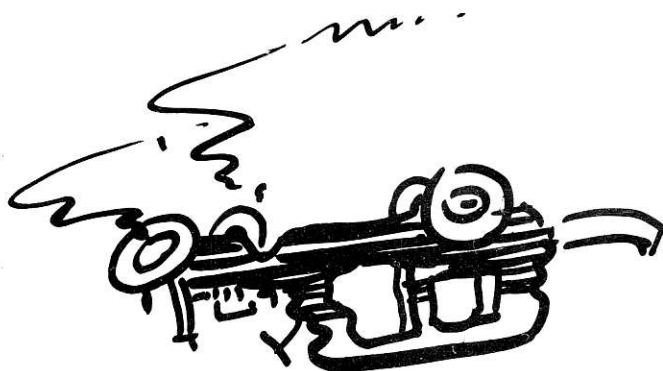
First lap finished, feeling good,
'Till I'm spun by "Kinky" Wood.
Try once more to turn around,
Find I've four wheels off the ground.

Land upon a set of tyres,
Then I'm headed for the wires.
Now I bounce back on the track,
Discover all my tyres are flat.

Car does things it didn't oughter,
Guess I'm heading for the slaughter.
Suddenly I feel I'm flying,
Then upon my roof I'm lying.

Alas tonight I'm sure there'll be
No lap of honour for poor me.

H.B.





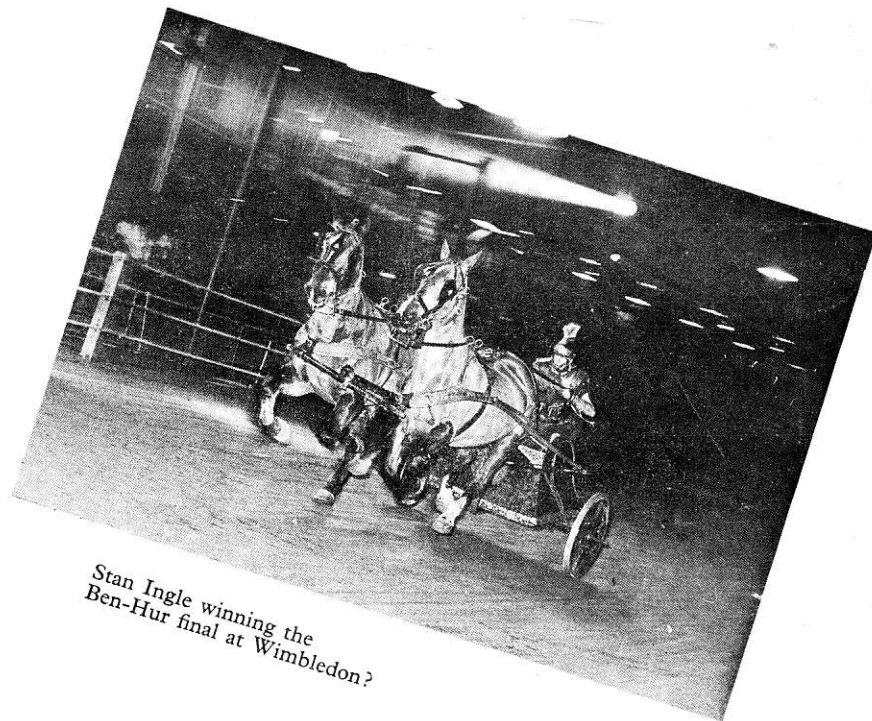
Scrutineers doing their "unsung" job.

Down Memory Lane.....

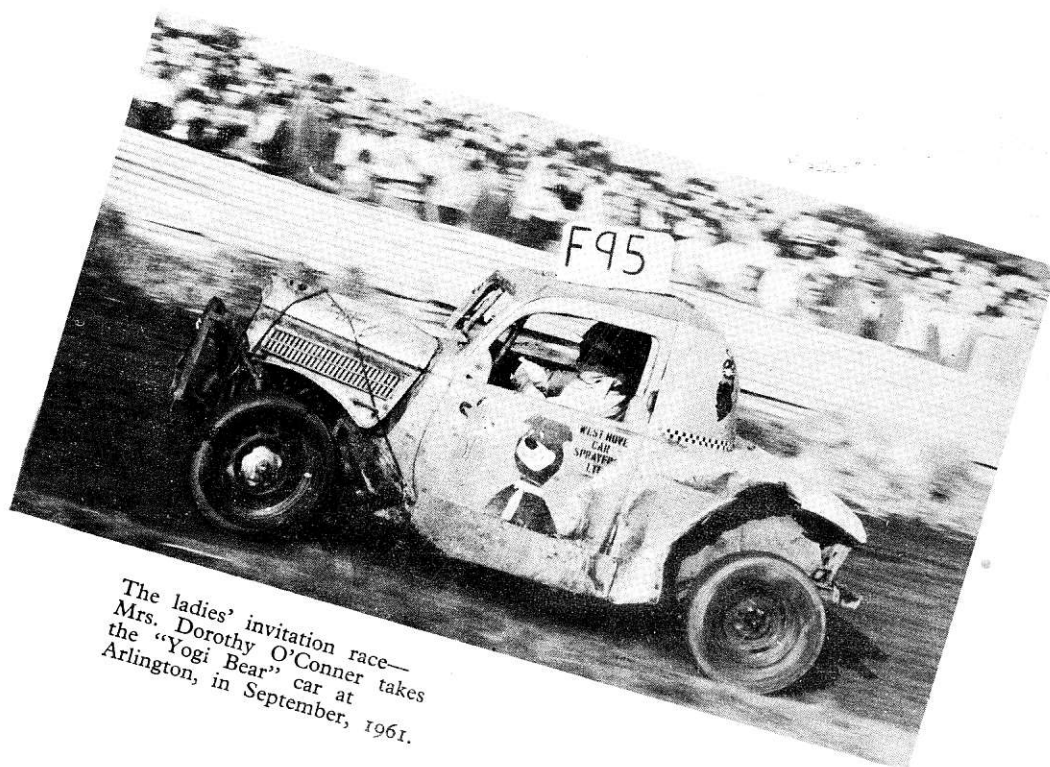
The 1961 World
Final trophy display
at Ipswich.



Ever present and ready for all our "emergencies,"
the Wimbledon St. John Ambulance team.



Stan Ingle winning the
Ben-Hur final at Wimbledon?



The ladies' invitation race—
Mrs. Dorothy O'Conner takes
the "Yogi Bear" car at
Arlington, in September, 1961.

MAKING EM

GO TONY by BOSTOCK

Technical Editor of *Popular Motoring*

The advantages of different types of carburetter and various exhaust systems was the subject of last month's article. Now let's go back to the induction side of the engine, where by now you will have decided which type of carburetter set-up you are going to use, and can then plan further ahead.

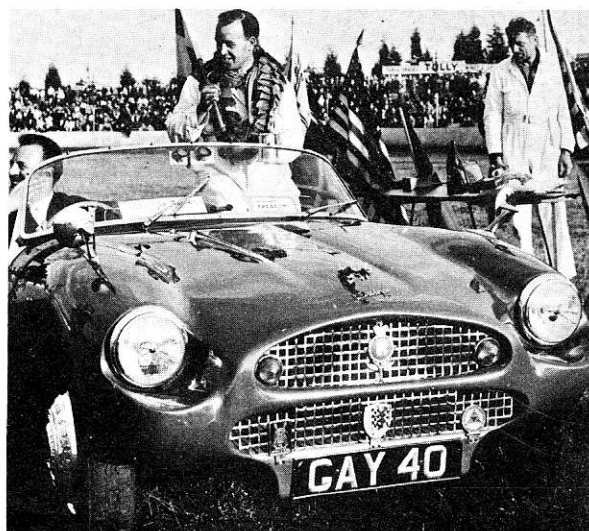
Our main problem is to get the fuel-air mixture from the manifold into the cylinders as easily, quickly and completely as possible. This means that you must do a considerable amount of work on the engine porting.

If you were intending to drink a pint of bitter, you would not put the glass to the side of your mouth and partly over your cheek—if you did you could expect a rather inefficient induction of beer into the throat! So in the same way, if the manifold doesn't line up with the port exactly, the induction will be inefficient.

Mass production being what it is, there's no certainty on most cheap engines that the holes in the manifold line up exactly with the holes in the block (or the head on O.H.V. engines). In fact, some are well out, as figure 2 shows. If you intend using the original manifold it will be very necessary to attend to this lining-up. If you buy a special manifold, or construct one yourself, there will still be a need for improvement in the register of the two.

In actual fact this lining-up process does not really involve you in any extra work because in any case you will probably find it beneficial to slightly enlarge the ports of the block anyway, and therefore all that is required is to make sure that the larger port-hole is central in relation to the manifold, by the method shown in figure 2.

It is possible to tell at a glance whether the manifold and port-holes are lining up by the following method. Put some exact-sized bolts through the stud holes in the manifold, then cut a paper gasket with holes that fit over the bolts. With the gasket in place, cut out the holes in the paper where the holes in the manifold appear.



Tony Bostock takes "Young" Stan Ingle on his lap of Honour at Ipswich.

Now you have a gasket that is an exact fit as far as the manifold is concerned. Then carefully take the gasket off the manifold and fit it over the studs in the block (or on the head, as the case may be). You will then see at once any variation in the lining up of the manifold and port-holes. This will show you, in fact, the mis-alignment that is illustrated in figure 1 that will upset induction.

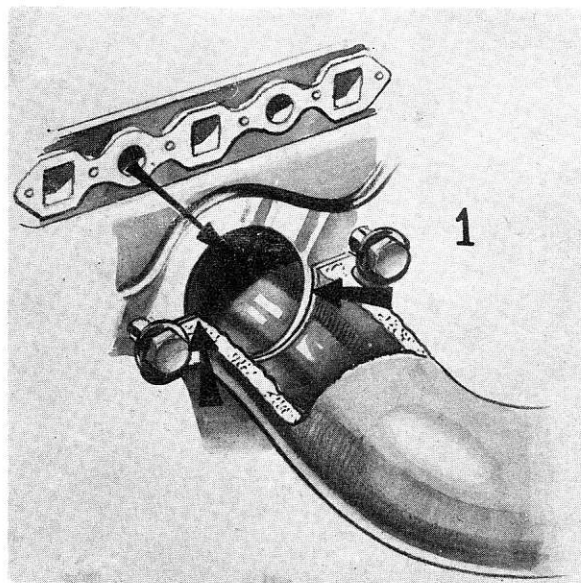
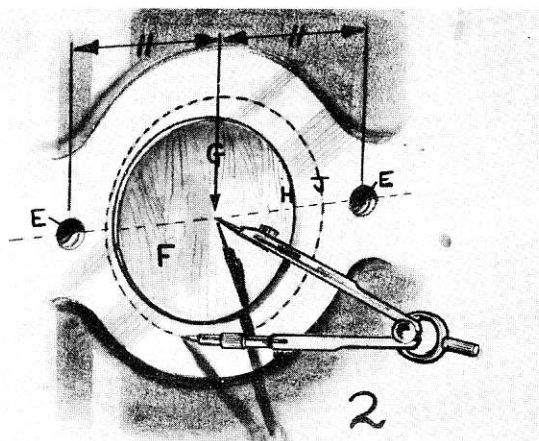


Figure 1.—On many of the older mass produced cheap engines, it is quite common to find that the holes in the manifold flange do not line up exactly with the holes in the block (or the head on an O.H.V. engine). This illustration shows how this misalignment can result in a serious obstruction to the flow of the fuel/air mixture. Not only this, it can cause a turbulence that will upset the mixture column. A possible added disadvantage is that it will burn exhaust gaskets.

Figure 2.—Here is a way of marking up a port in the block so that it can be reshaped from a true centre to line up with the manifold. The same method can also be used when it is required to enlarge the port itself, particularly when oversized valves are to be fitted. The same method can, of course, be used to obtain a true centre for manifold flange holes. This method is described in the text, but another similar method is described for where holes 'E' are not equidistant.



The problem now is to make the port-holes line up with those in the manifold, rather than the other way around. To do this you can use either a reamer or rotary files, both of which are illustrated in figure 3. If you cannot obtain a pilot reamer (one which tapers at the starting end), you will have to do the whole job carefully with rotary files. But if you can get a reamer, the idea is to use it to obtain a perfectly round hole of the size required, and no further in than the straight part of the port-hole. From this point on you blend around the curved section of the hole with the rotary files.

Now back to the business of centralising the holes. Do not plan on making the actual hole in the ports much bigger than they are if you are going to use the standard sized valves, as there will not be a great deal of benefit from doing so. By making too big a hole, you could upset the column of gas, and actually do more harm than good. However, if you are intending fitting oversized inlet valves, you can make the port a little larger. But then again, don't forget that every slight increase in the diameter of a hole increases the area of the whole considerably more than you might imagine offhand. For example, if a port measures 1 in. across, the area of the circle would be .78 in. So with an increase of only half again the original diameter, the actual area is considerably more than double! So the moral is, make these increases very modestly.

And so to the job of making sure that the port-hole is central. First fill the hole with a cork or wood blanking piece, flat with the mating face of the side of the block. Now place your paper gasket in position and scribe a circle exactly following the circle of the gasket on the facing metal of the block.

Now find the exact centre of this circle by drawing several lines across the centre of the cork or wood blank from points furthest apart on the scribed circle. Where these lines cross each other is the true centre of the port.

When you have decided on the new size of the port, place the point of a compass at this centre-point, and with the compass opened to the correct radius, scribe the new circle. This can be done with a sharpened nail in the place where the pencil normally goes.

The next step is to remove the cork or wood plug, and start on the work of reaming or rotary filing.

There is a second way of tackling this centralising job, and this involves getting the true centre on both the manifold holes and on the port-holes. This really can only be done where the centre of each hole is approximately midway between the nearest studs, or bolt holes. The blanking plug is inserted in the same way, and a mark is made half way between the two studs or holes, and a true circle drawn from that centre. This is the actual method that is being employed in figure 1, where 'E' is the centre of the stud or bolt-holes, 'F' is the blanking plug, 'G' is the centre-line, 'H' is the original circle, and 'J' the new and correct circle. This performance is repeated on the manifold itself.

This process involves working on both the block ports and the manifold, whereas the previous method might not involve work on the manifold at all, or at the most would require only a modest amount of blending to finish off with.

Have a look at figure 3, which shows the inside of the port on which you may be working. You will see that, apart from the danger of upsetting the column of gas by making the porting too large in area, there is the added possibility of cutting into the water jacket if you remove too much metal, so once again—take it easy.

In this drawing you will see the reamer (H) is used no further than the non-curved portion of the port. The valve guide (E) is shown in position, though this would be removed for the major work inside the port. If desired, guides can be cut off and filed flush with the porting, so that they will not interfere with the flow of petrol air mixture.

The rotary file is held in the jaws of the chuck (I) and you must be very careful indeed that the toothed portion of the chuck does not gouge the valve seat (K), or serious and irreparable damage will be done. If possible, use long-shafted rotary files if you can find them.

It is essential to maintain a regular diameter throughout the port if you possibly can. There is no need to obtain a mirror finish, and there are many tuning specialists who consider that a satin finish is far better for mixture flow than a shiny surface.

MAKING EM

There is one most important point to keep in mind when you are tuning. There must be accurate balance between identical parts. This applies to parts where not only the diameter, but also the volume, of each inlet port must be just the same as every other inlet port, and the volume of each exhaust port must be the same as every other exhaust port. One way of doing this is to pack each port in turn with plasticine. The finished port which will take the largest amount of plasticine is the one to consider the "norm". Now work on the others until they are identical—that is, until they each take the exact same amount of plasticine.

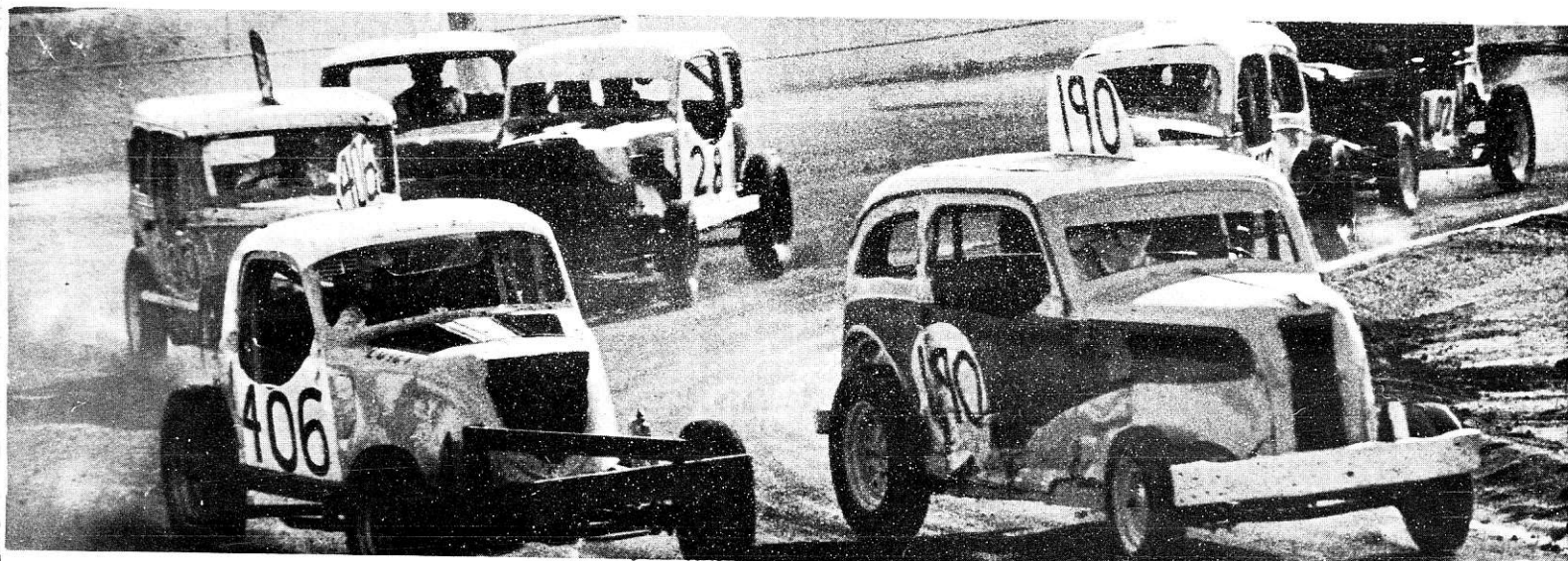
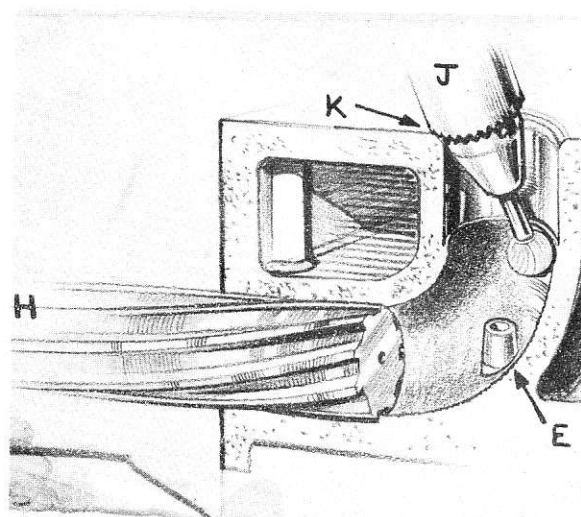
Don't do any work on the ports until you have decided on the size of inlet valve that you intend to use. Next month we'll deal with the fitting of oversized valves, and also with the modifications that can be carried out to make the existing valves and seating more efficient if you intend to keep these the standard size.

It is really necessary to deal with the combined subject of manifolds and valves before you carry out the work on the ports, as the ports are the connecting links between the two.

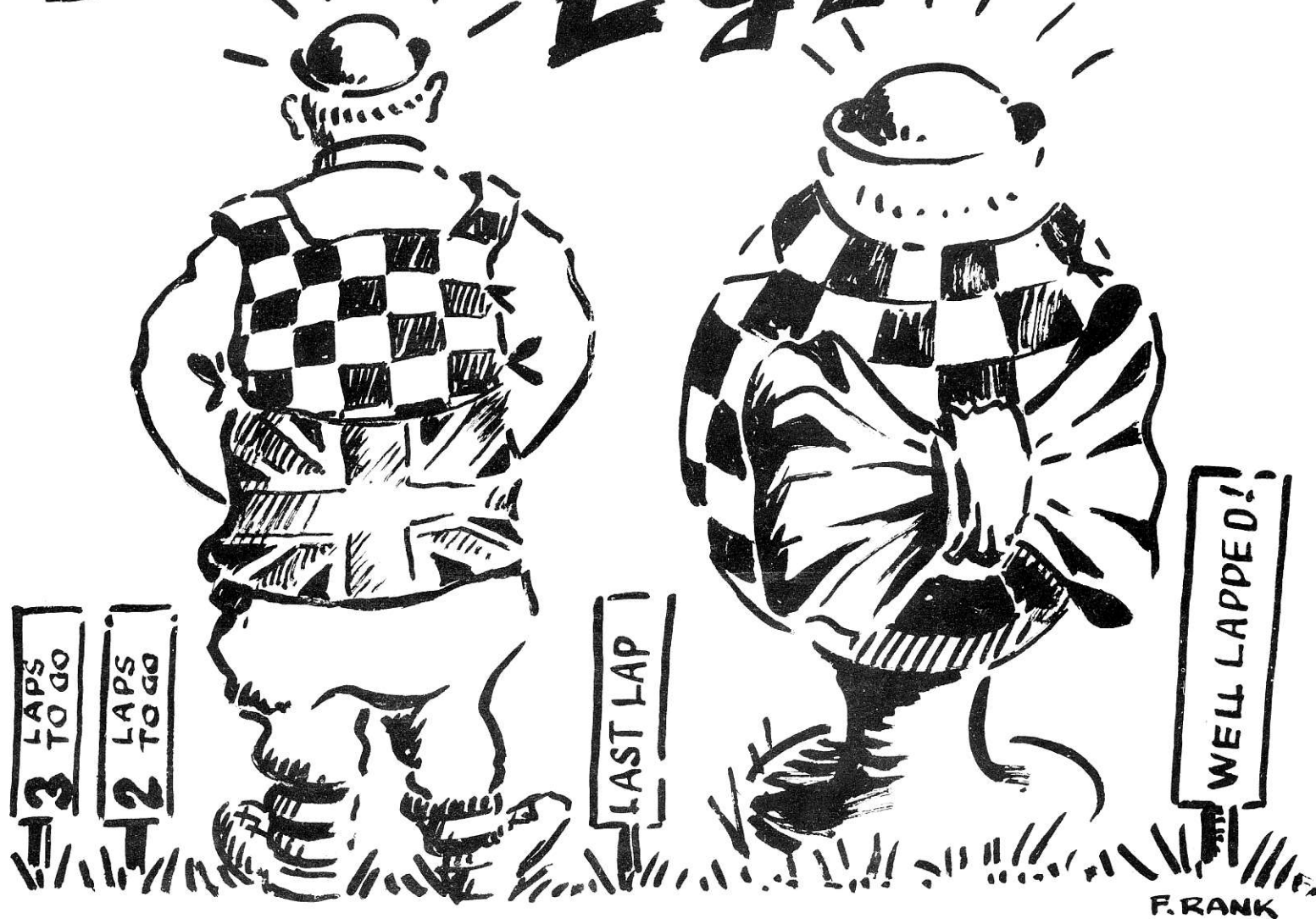
Of the two different ports, the inlet is the one which requires the most accurate work, and in fact you may well feel that you haven't got the time or the patience to tackle the exhausts at all. These can, under the circumstances, be left as they are, because the pressure behind the exhaust gases is such that they provide their own impetus which overcomes much of the resistance of an untreated port. It is on the inlet side, where vapour has to be drawn in with the least possible restriction, that the majority of the careful and patient work is required.

So until next time, you can certainly get down to making sure that the outer ends of the ports match the holes in the manifold flange.

Figure 3.—Work on the parts in the block or head, as the case may be, can be carried out with either a reamer and rotary files, or with rotary files only. Before commencing the job it is necessary to determine the type and size of manifold to be used, and whether or not oversized valves are to be used. Also you can see how the careless use of an electric drill can do very serious harm—point 'K'—where the toothed section of the chuck gouges the machined valve seating.



"Scrambled Egg"



Your Easter Fare

HAPPY EASTER

FROM ALL AT SPEDEWORTH

THE AUBREY DANCE

F
O
X
Y



F
O
X
Y

OFFICIAL FAN CLUB

A new season has begun, and with it new names will be born, but there will be certain names which are already well established, such as AUBREY (FOXY) DANCE.

Aubrey is current British Champion, and we are all keeping our fingers crossed that he will become the World Champion this year after coming so close last season.

Aubrey's fearless driving keeps you holding your breath right through to the chequered flag, and if you watch him closely you can see where his name "Foxy" originates.

We know that this popular driver has many fans spread around the tracks, and we know that many of them do not know that there is now a Fan Club for Aubrey. If you are interested in joining, which we are sure you will be, just send a S.A.E. to Miss D. Burton, 88 Elm Crescent, Clare Park Estate, East Malling, nr. Maidstone, Kent.

We wish all of Aubrey's fans a very enjoyable Stock Car Season.

APOLOGIES TO SUPPORTERS AND DRIVERS

Owing to the fact that our March edition of SCJ was not available until March 20th, we were unable to distribute them to supporters and drivers for a preview prior to the opening at Wimbledon which naturally enough seemed unfair to members of the club and drivers. I do apologise for this and hope that in future we will get delivery mid-week so that all those who have subscribed to the Journal will have their copy before the magazine is for sale on the tracks at week-ends. The first issue did involve a tremendous amount of work for our printers and ourselves, but the second and subsequent issue will become easier as the various problems sort themselves out.

A FRIEND IN NEED

Since I commenced Stock Car Racing, about a year ago, I've never ceased to wonder at the generosity of so many of the drivers and mechanics with whom I have come in contact.

Right from the start, when seeking advice on the various technicalities of building the first stocky, I have found that the established drivers and their mechanics have gone out of their way to make things easy. In between races, in spite of the fact that no one has any time to waste, if some small part is needed, or a large one, there is always an outfit parked near me and ready and willing to help out.

The newcomer to the sport will find that he is readily accepted into the "Family Circle". He will never be made to feel that he is trespassing, and he will be amazed at the new friends he finds, as I was.

I am certain that this situation exists throughout the Spedeworth Organisation. But I would particularly like to put on record my thanks to certain members of the Stock Car fraternity in the Woking area where I live.

Jack Taylor (286), Lofty Boyle (276), Peter Burns (49), Mike Hitchcock (216) and Roger Youngs (412), have all fallen over backwards to help out many times in various ways.

An example of just how far these wonderful people will go to help when you are in trouble, occurred on the night before the opening meeting at Wimbledon, on March 20th.

When my mechanic and I went to hitch up the trailer in readiness for the following day, we found that some two-legged "jackdaws" had stripped the engine of our stocky of carbs., coil, distributor and pump, plus some other small items. As neither of us had the following morning free, it looked as if racing the following day was out of the question. We need not have worried. Lofty Boyle, placed his spare car at our disposal, without batting an eyelid.

Writing in last month's Journal, Dick Cotterell called Stock Car Racing a disease. All I can add, is, that it is a disease that I am glad I have caught.

HARRY BARNES (31)

ANYONE NEEDING HELP WITH STOCK CAR IN THE BASINGSTOKE AREA?

Supporter G. C. Blunden, of 4 St. Michael's Road, Basingstoke, offers spare-time help to any driver in the area and would be prepared to act as "second driver" on long journeys to tracks.

PENNANTS, FLAGS AND BADGES

Many people have been writing to Aldershot with enquiries regarding plastic pennants, flags and badges. We now have plastic triangular Pennants in green, blue, white and red, and felt flags in white, green, red, black and yellow. These may be obtained at meetings, but if you have difficulty in obtaining yours, write to Aldershot Stadium. Prices are 2/6 for the felt flag and 9d. for the plastic stick-on pennants. We regret that delivery of badges is still awaited.

Personality Page

Derek must be one of our most successful drivers, as well as being a very popular one. Aged 24 years and married, with two small girls, he started racing two and a half seasons ago, and has held a Red Top for most of the last two seasons, which is no mean feat for even the most experienced driver.

He stands 6 feet 2 inches tall, does not drink, but makes up for this in smoking.

Before he commenced Stock Car racing he was a motor cycle "scrambler" for about nine months but found that this kind of sport was not paying, as it cost him 10s. to enter and the most he could expect to win was 50s., which is quite a contrast to a Stock Car win.

He has his own electrical contracting business which employs three other men besides himself. Derek has just bought himself a new Ford Cortina, as well as having a new Ford Anglia van for his work.

His main hobbies are driving fast cars, earning money, and breeding poodles.

Chatting to him the other day, I asked him what he thought was his greatest triumph, and, without hesitation, he said that it was the time when he was knocked out at Wimbledon in the second heat, was then carried to the first aid room on a stretcher, returned to win the fourth heat, then commenced to walk away with the final. This, to my mind, goes to show just what a driver he is.

He has won thirteen trophies since he has been racing, ten of which were won last season and three the season before.

He has visited all the Spedeworth Stadiums, including Scotland, where he represented England, and is another driver who is hoping to visit the Continent this year.

He has built himself a new motor for this season which he hopes is going to be even better than his last one, and although this is supposed to be a secret, I have heard that it is a Fiat Special. Derek has also bought himself a bus for transporting his Stocker this year.

Favourite track is Wimbledon, due to the speed that can be obtained on it.

Ambition is to be top of the points chart, and to finish second in the World Final (NOT FIRST)

DAVE HUNT.



Derek is pictured above with his new car at Wimbledon, on March 20th.

—Photo by E. Setchell, Reading.

Derek Fiske 304

trend set

BY JUMBO

In the last edition, my article on "Trend Setters" concerned Spedeworth Ltd., trend setting in two different ways. Firstly the trend for stock car racing of the future, and secondly, private cars of the future. This month a supporter, driver and car are my subjects—trend setters all.

As the supporter's trend setting concerns me personally, I would ever so politely like to leave that matter until last. The reason is that as an officially-appointed member of the Spedeworth team I have to keep on my toes and impress the "big brother" organising body. Perhaps it may be as well to point out here that trend-setting Spedeworth are not an organising body in stock car racing consisting of all other officials and myself. Indeed, they are very efficient and highly-respected European promoters whose sole interest in life is stock car racing, Formula II style. Very soon now their activities, I am sure, will be world wide. You see, when we officials sound the trumpets and raise the banners to Spedeworth, we are not pausing ourselves but praising the greatest stock car racing control body the sport has had since 1954.

The Shape of Things to Come

From this month's cover photograph and recent meetings where the car and the man performed, you will know that the first "experimental" licence has been issued to a great favourite of yours and mine at Wimbledon, Aldershot, Reading and Oxford. I refer, of course, to Jack Taylor (286) and his Morris "Omo" white Minor/1000.

What do we know about this "trend setter"?

Jack Taylor was born and bred at Windlesham in Surrey 42 years ago. At the tender age of 11 his father bought a garage at Lightwater (Jack was 11, not his father!), and it was to this garage that the Taylors moved and resided for several years, and "J.T." had his first introduction to internal combustion engines.

With the arrival of the 1939/45 war, "J.T." became Cpl. Jack Taylor, R.A.F., with the obvious ambition to "fly". But he was destined to continue his career with motor vehicles. He volunteered for air crew but failed the medical and was "grounded" to the transport division. Four of the war years were spent in North Africa, and it was there that Jack became very friendly with an Algerian girl. In 1945 the Mayor of Algiers officiated at the wedding of the "friendly" Algerian girl and Jack.

On returning from the war, Jack's brother suggested that together they started up in business, manufacturing caravans. They called their first van "Mayflower", a name which is now "household" in the caravan world. The trading company for manufacturing Mayflower caravans is The Taylor Caravan Co. Ltd., now employing some 20 personnel in their factory and offices at Woking. "J.T." is joint director with his brother, who is now semi-retired. Having established the business on a very sound footing, Jack then found time and the "necessary" to take a very active part in trials and scrambles with motor-cycles. That was in 1951, and Jack maintained his interest in this field until he caught the "stock car bug" in 1962. During his period with "two wheels", Jack collected 300 trophies to back his success story.

Stock cars take up a lot of time, but despite this Jack still finds time to ride in the occasional scramble, often with his 17-year-old son in opposition, and his son is fast reaching Jack's standard of racing and will soon present some really stiff opposition. Jack was also a member of the Land Rover Club of Great Britain, and when he retired was the club champion of all classes entered. To date, stock car racing has not given him the success that he really deserves. His cars are always immaculately prepared but luck has not always been on his side. Nevertheless, Jack has reached

ters

ALLEN

Blue Top grading, which indicates that our trend setter is a trier, and I am certain that "star" grading will be his fortune before the end of the current season. Always full of enthusiasm and ready to try out new ideas, this knowledgeable, likeable and happy-go-lucky character was the first to apply for an experimental licence because he wanted to accept the challenge of progress that you, the customer, want to see.

Now, what do we know about Jack's trend-setting car?

When the car was purchased in February this year it was a 1949 Morris Minor Series M side valve, 809 c.c., complete and ready for the road, and taxed. The price? £6 . . . and Jack drove it away. The Car was then converted to Morris Minor 1000 specification by fitting a 948 c.c. o.h.v. exchange reconditioned engine with twin S.U. carbs, which cost £37 10s. 0d. A second-hand Austin A35 gearbox was fitted at the same time, which cost £5.

Before these figures frighten you drivers, here is an interesting comparison of prices. The 1172 c.c. E93 A Ford engine exchange unit is 47.10.0 (£10 dearer). A second-hand 948 c.c. B.M.C. engine can be purchased for £5 and put into fair running order with a reconditioning kit for £2.10.0. The Sprite Mk. II exchange engine is £40, incorporating larger inlet valves, double valve springs and 9.1 pistons. This is the engine that Jack will eventually be fitting. For the outlay of £2.5.0. and three-quarters of an hour spent, the car has been very simply converted to left-hand drive. All other parts of the car are standard with the exception of the petrol tank, which was made a lot smaller for obvious safety reasons. Everything on the car, including gauges, dynamo, etc., are in

working order and even the ignition key has been retained. Again, for obvious safety reasons, all lamps and glass have been removed. It therefore appears that the cost of preparing and racing a modern car is no more expensive than the "Y" model Ford. In fact, at the moment it looks a cheaper proposition. Modern crash write-offs can apparently be purchased for £25/£35. One wonders, therefore, where the other "trend setters" are, now the ice has been broken. Let's give the sport the facelift that Spedeworth have been trying to encourage for some time. I am sure this is needed.

When scrutineered for its debut at Wimbledon, the car could not be faulted against any rule in Spedeworth's Rule Book. This, of course, was expected when the car had been built and prepared by our first trend setter—Jack Taylor, and the motor is indeed a great credit to him.

First Impression

Jack's first impressions on the track were: Engine not giving out correct b.h.p., probably due to being retarded; and the gearing was not as yet suitable. A very easy and enjoyable car to drive and maintain, however!

I am sure that you, the patrons, will want to see a lot more of this type of car and will join me in wishing Jack Taylor every success with his new and fascinating trend-setting venture. To conclude "The Driver and The Car", have you noticed that "286" has only a fin-type number plate, and Jack Taylor's NAME on the sides. This is a trend-setting idea that Les Eaton has introduced and one that I am sure other drivers will want to follow. Les wants you to know the driver and the car—not just the car.

Supporter Trend Setter, Too

A supporter, Mr. P. J. Burkwood, of Hanwell, W.7, has certainly set the trend with regard to your scribe's nom-de-plume for the coming season. As you know, due to my headgear, I am normally referred to as "Golden Bowler". Mr. Burkwood refers to me in his letter as "Mr. Sunshine", and when I'm in the pits with the drivers they now refer to me as "Sunny". Still, never mind, I get my own back by calling them all "Daddy". Any more remarks like that and my writing career will come to a sudden halt. Well, Mr. Burkwood, it looks as though you have set a new trend and my name will now be Jumbo "Mr. Sunshine" Allen. So supporters, when you want a copy of the "Journal" and I'm around : : , "Stop me and buy one".

Till the next meeting, when once again I'll be starting them off for you, all the best.

"SUNNY" ALLEN.

LETTERS TO THE EDITOR

"THRILLED AND EXCITED"

Dear Editor,

Many thanks for "Stock Car Journal." I was so thrilled and excited when I received it this morning . . . and then, above all, to find in the centre page: a photo of all the lads and with my son Arthur included. It was a grand photo of them all and I think the journal in itself has every scrap of news and information you could wish to get . . . even to births!

Oh! By the way, Arthur has a baby son named Stephen, born January 11th and I hope he, too, will soon be taking an interest in stock cars! Thank goodness we haven't much longer to wait before we get some good and exciting entertainment, spills and thrills galore—and the very best of luck and good wishes to all the boys for a very successful season.

Please place my order for a monthly "Stock Car Journal" right away, as I am sure it will be packed full of everything one could wish to know about stock cars, not forgetting Dave Crittall, who is our Crowborough pin-up driver. I hope this letter won't bore you or that you will think it a pack of rubbish, but believe me it comes straight from my heart.

Yours a very faithful and keen supporter,

MRS. A. HADFIELD

5 Walshes Cottages, Crowborough.

FRANKLY SPEAKING

Dear Dave,

The first edition of our own magazine was a very pleasant surprise. This promises to be an efficient and interesting vehicle for the furtherance of the interests and pursuits of the strange and sometimes misunderstood stock car fraternity. Fraternity may seem a misnomer to some, but consider carefully and must agree that we are a brotherhood of sorts—at each other's throats at A.G.M.s and on the circuit, but have a flat on your tow car or a mechanical fault on the way home, then count the boys as they stop and offer a hand. Rough, tough, scruffy at times, but hearts of gold in most cases.

Shy ?

Yes, a strange breed, normally shy and retiring, you've only to study the "Fangio" of the stock car raceways to see that; for Stan Ingle has all the appearances of a quiet, serious clerical worker, but behind the wheel he's cool, calm and quietly murderous, eating up the laps and the cars to almost certain victory. Jan Scott or Eric Taylor, Edie James the same, who, incidentally, really did appear the "champion" in his performances at the closing meetings last season?

Changes !

There was a time, I remember, when stock car drivers were a more colourful lot than they are on average nowadays. The change is for the good in a lot of aspects, but let's face it, personalities are more popular as in the musical field of entertainment, and I think that all drivers deserve all the publicity and public acclaim they can get. We, on the whole, must get more NAME conscious, let's make our top drivers household names in the country. Thanks to the "scramble," new followers have been entertained, and so once again Spedeworth lead the field—a case of the so-called "pirates" sinking the illustrious fleet?

"Not So Dim"

On reflection, you know, there's some clever characters engaged in our sport. Don't let Stan (2) kid you he's dim about mechanics or construction practices, as again the driver who mentioned to me in the pits that he picked up an engine for 30 bob, took the head off, rubbed a wire brush over the valves, then proceeded to win his heat and a good position in the final.

Don't Despair

To the beginner in our sport many things must be very disconcerting. You slave all night, night after night, on a car, stripping, rebuilding, polishing and God knows what, only to start your heat with what you know to be the fastest E93 A in the world. The flag drops, you're off, negotiate the first two bends, down the home straight. "Blimey," you think, "I'm really motoring," when, whoosh, "Woodsey" or Don Mason pass like an express train with constipation!

"Please Pass—Running In"

I remember Pete Else (400) remarking how, one meeting at Wimbledon, he was running in his engine, keeping a careful eye on the tackameter and not exceeding 4,500 revs., when suddenly in the "straight" some kind person decided Pete should move faster and proceeded to give a friendly shove up the back (Micky Smith, maybe!). To Pete's horror his needle shot up around the 6,500 region, but, as he says, "What can you do?" Incidentally, that's a very fair car Pete has built, neat with some very good ideas. Given some luck it could well prove very successful, and maybe we will see Pete "Red" again.

Wasted Time

After all the conversation and debate at the A.G.M. regarding stock car bodies, I see we have the same looking cars, so why did we waste all that time that Saturday night in December. Surely the fans get tired of the sameness of the cars week after week? Perhaps the experimental licence rule will bring some welcome changes. After all, a car well prepared, as are 399, 400, 342, 35, etc., provide a far better advertisement for our sport than do some of the soap boxes which are evident.

"Old Bangers"

When one stops to consider stock car racing, we who partake or watch regularly know what a stock car is, but, and a big "but" it is, too, have you ever spoken to the non-initiated? Ask them what a stock car is, or for that matter ask the B.B.C. or National Press! We, according to them, drive and race a load of old cars. Mr. and Mrs. Spectator, they may resemble old cars, but believe you me, the average power unit stands its proud owner in at well over £40—without carbs., pumps, "heads," etc. Add this to high ratio "diffs.," close-ratio gears and the cost of angle iron or tube, the hours and hours of work that are put in to prepare a car, welding, painting and writing. All this surely amounts to something more than "an old banger."

What a pastime! Like smoking, I've given it up . . . many times!!

PHIL RIDD

Reading.



The Young lady whose face is "ringed" in the photo should write to the Editor, and she will receive two tickets to the next meeting at Ipswich.

IS THIS YOUR FACE

WHY NOT HAVE YOUR COPY OF **STOCK CAR JOURNAL** POSTED TO YOUR HOME?

TWELVE MONTHLY "JOURNALS" AT 27/6, POST FREE or 2/- per copy at the stadiums.

Don't miss this opportunity of receiving the only magazine published entirely for your favourite Formula II Stock Car Racing.

Cut out and send the coupon below without delay, and you will receive the next edition hot from the press.

To: The Editor,
"Stock Car Journal,"
Aldershot Stadium, Tongham, Farnham, Surrey.

Please send me 12 copies of "Stock Car Journal" commencing with the May, 1965 edition, for which I enclose Postal Order/Cheque No.
Please make payable to Spedeworth Ltd.

Name (Mr./Mrs./Miss)

Address

(BLOCK LETTERS PLEASE)

Date

TRACK

CHAT

HARRINGAY

THE 1965 GRAND OPENING

Breaking with tradition, Spedeworth's opening meeting this season was held at Wimbledon, such was Les Eaton's confidence in the drivers that their motors would be ready for a "major" promotion so early in the year. Usually Aldershot stages the opening meeting, but the close season major face-lift at Aldershot was not completed in time for the traditional opening. Arriving at Wimbledon in torrential rain on the 20th March, we were very apprehensive at being able to run, but the efficiency of the track staff and the pumps got the water off in time for the opening and the evening proved a huge success. What a shame that the beautifully-prepared new cars had to be christened in damp and muddy conditions, as all the lads had made a great effort for their debut. The grand parade, however, gave us chance to admire the many new shapes and colours and get used to our particular favourite's new shape or colour scheme, under the new track lighting installed by Wimbledon Stadium during the winter.

The Pit Line-up

The pits was the scene of early interest and "discovery" and perhaps Blue Top Chris Studd from Ipswich caused the greatest stir with an immaculate motor. And what must have been the lap scorer's delight was Chris's display of numbers. The "399" flashing by must have earned the good lady's praise... indeed, Chris won the first race! A lesson here perhaps for a few drivers whose numbers still leave a lot to be desired—that is if drivers wish to have their numbers recorded on the lap sheet. Chris went on to gain fourth place in the third heat. Do we have a potential Red Top here?

Sponsored Driver's Success

The second race provided a much-needed "break" for Laurie Stott (342) and his sponsors. Laurie must be one of the most unlucky drivers in the organisation and vowed to give up stock car racing at the back end of last season. A sponsor persuaded Laurie to have another go, and he won the second race. Maybe critics will point out that his grid position was helpful considering he is an experienced driver, but I feel this win was a great triumph and just the tonic needed by this driver to regain the confidence which has been shattered in previous outings over the past two seasons.

Winner of the Spedeworth Golden Award at the last race of the season in November at Wimbledon, ex-speedway rider "Ginger" Payne (335) set out to regain his Red Roof in grand style by winning the final on this opening night. "Ginger" tells me he hopes to attend all meetings this year, so I'm sure we will be hearing a lot more of this rugged character.

RESULTS:

HEAT 1—1, Chris Studd, Ipswich; 2, Denny Pearson, Basingstoke; 3, Stan Ingle, Godmanchester.
HEAT 2—1, Laurie Stott, Beckenham; 2, Johnny Melia, Southend; 3, Ron Gaskin, Staines.
HEAT 3—1, Stan Ingle; 2, Denny Pearson; 3, Tony May, Reading.
HEAT 4—1, Johnny Melia; 2, Brian Edwards, Hawk-hurst; 3, Dave Pierce, Dorking.
GRAND FINAL—1, "Ginger" Payne, Chislehurst; 2, Pete Parratt, Farnham; 3, Eddie Hynes, Brighton.



ON POSSIBLY the loveliest of March evenings, I went along to see the opening meeting at this famous North London stadium. Before going into fuller details, let me wholeheartedly praise the drivers, for the smart newly-painted motors, they were a treat to see, presenting a very colourful picture for us on the terraces.

I was somewhat mystified by the absence of a capacity crowd, usually "First Nights" are sell-outs on a Saturday or Sunday. The weather was just right, the advertising couldn't have been more intensive, yet there were wide open spaces, especially on the pit bend.

The presentation lacked that "something." The open track used as transport to take the winners around on the lap of honour didn't improve matters. The two promoters were in complete contrast—one was almost "Saville Row," the other looked to me as though he was a ganger on a road building job. Sure, he pleases himself as to how he dresses, but he should think twice before going under the spot-lights to present the awards!

One very amusing point was that the commentator remarked "Jock Lloyd is suffering from a flat front tyre." He had lost it some ten laps earlier! Everyone roared with laughter, because sparks had been flying on each bend, on each lap, from the iron on the asphalt. Talking of Jock, he had to my mind the fastest motor, yet he couldn't hold it on the bends, even when all was well with his tyres. Chick Woodroffe had a most unfortunate evening, everyone seemed set on impeding his progress. All in all, the lads put up a good show, although we had only two turnovers for the whole meeting. These of course were provided by the Formula II boys.

RACE 1: A good race, on the second lap, three White tops were "courting" the safety fence. Result: 25, 197, 1, 24, 5, 35, 253, 123.

RACE 2: Very tame affair, first lap three White Tops out of the racing by the same complaint. Result: 245, 7, 282, 3, 104, 267, 96, 375.

RACE 3: This was the only race when we had turnovers, two, both White Tops. Result: 763, 264, 163, 639, 606, 508, 689, 564.

RACE 4—Consolation Race: This was the race when Jock lost his tyre, yet came in third! Result: 379, 265, 131, 244, 109, 226, 132, 238.

RACE 5: A fast hectic race, but one which Chick would sooner forget. First lap we saw his immaculate green number one go smack into the safety fence. Result: 689, 681, 763, 781, 606, 508, 676, 564.

RACE 6: Grand Final. A very good race. All the drivers pulled out everything they knew. Result: 25, 245, 5, 35, 24, 131, 7, 267.

HELTER SKELTER: Seventeen starters—a real hum-dinger of a race. Darkie Wright showed us some of his old skill to win. Result: 7, 35, 245, 267, 54, 253, 238, 3.

What did I learn from my visit? First, that *all* stock car drivers are a grand bunch of fellows. I was very impressed with the efficiency of the pit staff, the cars came out in double quick time.

Everyone, I am sure, went home satisfied by the entertainment—a good night for all concerned. What I did not like! The "shoe-string" purse for the presentation! I would also have liked to have seen all the car numbers painted with the same colour. We had white on green, red on white, dark blue on light blue, red on yellow, and white on orange. Yet in spite of this, the lap scoring was of the highest order, possibly due to experience, aided by excellent lighting.

Criticism? Had the races been run by the Spedeworth Board of Control, Les Taylor (197) would certainly have been penalised, if not suspended! In the first race he was placed second, yet he completed only two complete laps! The other 18 laps he cut short on the Green Lanes bend. Would this be on the "blind" side of the steward? Then to add insult to injury, he spun Chick Woodroffe *after* passing the Chequered Flag. Some character, to be sure!

JACK HOLT.

OXFORD, MARCH 29

ALTHOUGH the number of cars out at Oxford for this meeting could have been greater, by virtue of the fact that all drivers present produced that little extra something that makes a great meeting, the new season got away to a flying start.

In spite of the fact that Monday night is perhaps not the best time for the Stocky boys, there was plenty of evidence that the sport is maintaining the popularity which was so obvious in the three meetings held last year.

Tony May (364), took the honours in heat one, but had to fight all the way against some inspired driving by Bob Perry (217) and Colin Brading (492), who finished second and third, in that order. First thrill of the night was provided by local man Pete Else (400), who got his wheels crossed on the very first bend, and demonstrated the versatility of his neat little stocky by travelling almost as far and fast on his roof as he'd done on all four wheels.

Premier places in heat two all went to star men. A very fast race this, with the lead changing from car to car throughout. The final lap saw Steve Tanner (140) a good winner, followed by Aubrey Dance (70), and Don Mason (34). Tony Curtis (14), followed up his great display at the Padworth Park scramble, by qualifying for the final in this his first ever heat.

Final positions in heat three were again dominated by star men, Bob Perry (217), crossing the line first, but he was really being pushed by young Trevor Carpenter (35), followed by Dennis Pearson (319). Pete Else once again managed to finish up with the wrong corners on the ground.

Heat four honours went to Stan Ingle (2) with a masterly display which had him crossing the line way out in front. Second place went to Don Mason (34) followed by world champ Eddie James (210).

The Grand Final was a race to be remembered. From the fifth lap it was obvious that Trevor Carpenter was set on obtaining the night's top honour. Try as he would, Stan Ingle just could not pass this young flier, and had to be content with the second place. Colin Brading again did superbly to finish third in front of Eddie James who was followed home by Steve Tanner and Aubrey Dance.

Men to watch in the future! Tony Curtis (14), Colin Brading (492) and Mick Turner (12).

H.B.

ALDERSHOT

By the time this report appears in print the season will be well advanced. Unfortunately, a monthly journal such as this does not readily lend itself to the task of reporting the great number of meetings staged by Spedeworth. However, there are some meetings that are so interesting that they lose nothing in spite of the time lag between their occurrence and the publication of the report, even though that may be two or three weeks after the event.

The opening meeting at Aldershot must come under the above category, for Aldershot has an atmosphere all its own. No matter how the true stock car fan enjoys the luxurious stadium at Wimbledon, or the distinguishing features of the various other tracks up and down the country, the word ALDERSHOT means Stock Car Racing and the loyal patrons who brave the discomforts when the weather is unkind expect and deserve the best. I am sure that it is also true to say that they GET the best.

So, in spite of the previous meetings held at the other tracks, this was the real opening night, here at Aldershot. The track where most friends meet.

The first heat was dominated in the early laps by Colin Brading (492) and Johnny Grainger (152), but after his good start Colin got tied up with a couple of back markers and lost his narrow lead, which was taken over by Johnny Grainger. Meanwhile star men Dennis Pearson (319) and Pete Parratt (86) had been steadily working their way through the field and finally took the first and second positions in that order. Johnny Grainger held his third position, but Colin Brading had to be satisfied with the last qualifying place.

Heat two saw Keith Connor (87) and Arthur Haskett (252) trying hard to maintain their positions of advantage towards the front of the grid. However the lead was taken over by Ginger Payne (335), followed by Dave Pierce (320), Tony Maidment (17) and World Champion Eddie James (210). Then Eddie treated us all to a display of world class driving, brushing aside all opposition to take the chequered flag, with Ginger Payne second, and Tony Maidment third.

Heat three produced racing that will be remembered at Aldershot where great races are commonplace, for many weeks to come. From the eighth lap onwards a terrific battle developed between star men Don Mason (34) and Dennis Pearson (319), the lead passing from one to the other time and again. The pace set, and the control of their stockies shown by these two great characters, was fantastic. Don Mason was the eventual winner, but all credit to Dennis, who rightly shared the lap of honour. Pete Parratt, who'd been close behind all the way, came home a creditable third.

Heat four was almost a repeat performance of heat two. Once again Eddie James made it plain for all to see that he was intent on clearing the board. Another great race by the World Champ, with Ginger Payne and Dave Pierce switching their positions of heat two.

And so we came to the Grand Final. Could Eddie James pull off the coveted one, two, three? Or would Don Mason and Dennis Pearson thwart his efforts?

We were soon to know! This was a tremendously fast race and the stars were dominating the lead positions early on. Don Mason being the first red top to fight his way out front. No challenge this time, however, from Dennis Pearson. Pete Parratt, Ginger Payne, Dave Pierce and young Trevor Carpenter were all forcing the pace. Once again, though, it was Eddie James who caught the eye as he steadily fought his way through the field. For a time it seemed as if another great battle would ensue between Eddie and Don Mason, but from the eighteenth lap Eddie stayed in front and gradually increased his lead.

Final placings: Eddie James (210), Don Mason (34), Dave Pierce (320), Pete Parratt (86), Ginger Payne (335), and Trevor Carpenter (35).

Best White Tops: Johnny Grainger (152), Colin Brading (492), and Arthur Haskett (252).

Classified Advertisement Section

CLASSIFIED ADVERTISEMENT RATES

(COLUMN WIDTH 1½"—4 COLUMNS TO PAGE)

- 6d. per word, minimum charge 6/- Display £5.10.0 per inch.

REPLIES FORWARDED ONE SHILLING EXTRA. BOX NUMBER COUNTS FOUR WORDS.

Situations Vacant

- 1/- per word, minimum charge 12/- Display £5.10.0 per inch.

No advertisements will be inserted unless accompanied by Remittance.

TO

SPORTS ADVERTISING
91 CHURCH ROAD
HOVE
SUSSEX

HOVE,
TEL. 774075

THE OFFICIAL AUBREY (FOXY) DANCE. For Club details send S.A.E. to Miss Dianne Burton, 88 Elm Crescent, Clare Park Estate, East Malling, Kent.

D. W. POLLEY MOTORCYCLES. The largest stock of late used spares in the South. Moto Cross and General Competition Spares a speciality.—4 Gloucester Road, Brighton 64807.

G.P. SPEED EQUIPMENT

(PROP. GINGER PAYNE)

FOR ALL TUNING AND SPECIAL ENGINE PARTS

15 ROYAL PARADE . CHISLEHURST

Phone IMPerial 3160

SELF-DRIVE CARS
RADIO TAXIS
ALL CURRENT
FORD MODELS

Tel: PARRIS TRINITY CARS
(Eastbourne) LTD. 2126
Office and Depot
TRINITY PLACE, GRAND PARADE
EASTBOURNE

Tel: HUMBER PULLMAN
LIMOUSINES FOR
WEDDINGS
AND
ALL SPORTING OCCASIONS
4660

FOREMAN BROS.

Panel Beating - Welding - Re-cellulosing

(D. G. Foreman, P. D. Foreman)

Motor Body Builders

HIGH STREET - SWANLEY - KENT

Telephone: SWANLEY 2417

New
Cars
Supplied

STEYNING 2202
2203 **WOODS** STEYNING 2335
FOR COACHES
AND
HIRE CARS
66 HIGH STREET & JARVIS LANE
for your cars sake go to a
HARES GARAGE
AUSTIN MORRIS RILEY FORD

GRAY & ROWSELL

(LITTLEHAMPTON) LTD.

HORSHAM ROAD, LITTLEHAMPTON

Telephone: Secondhand Specialists Littlehampton 470
New MORRIS FORD PART EXCHANGES
AUSTIN HILLMAN WELCOMI
RELIANT HILLMAN
LAMBRETTA AUSTIN HIRE PURCHASE
Retailers VAUXHALL, Etc. INSURANCE.

1963 FORD GALAXIE 500 Convertible. R.h.d. Unmarked in white with red trim. Automatic, power hood/brakes and steering. Motorola. £1,295
1960 FORD PREFECT (105E, 4-speed box). Derrington mods (head, cams, exhaust, etc.), wheel trims, heater, Waso gear lock, wood rim wheel. Blue. £275
1963 JAGUAR 'E' Fixed Head Coupe. Car-men red, black trim. Motorola radio, heater, chrome wheels. Certified mileage 11,262. One owner. £1,345
1964 LOTUS ELAN. White, black trim. Radio, heater, close ratio gearbox, discs. 1558 c.c. engine. Pirelli tyres. One owner. £995
1963 (Nov.) MORRIS MINI-COOPER. Black top and white. Microplas seats, anti-theft, heater, disc brakes. 14,900 miles. One owner. £395
1964 M.G.B. Heater, disc brakes, tonneau cover. One owner. 3,000 miles only. Five month old. Spotless in red. £745
1963 M.G.B. Red, red trim. Wire wheels. heater. One owner. 14,000 miles. Unmarked. Full service history since new. £725
1962 M.G. MIDGET. Red/white. Hardtop, soft-top, tonneau cover, radio, heater, fog/spot. One owner. £445
1960 M.G.A. 1600 Roadster. Pale blue. showpiece. Chrome luggage rack, tonneau cover. Two owners only. Delightful condition. £445
1960 M.G.A. 1600 Roadster. Red. Chrome rack, twin spots, heater, tonneau cover. Two owners only. Well above average. £425
1963 RILEY 1.5. Damask red, grey trim. Supplied new by us. 15,000 miles. Heater, rim bellishers. Unmarked. £495
1963 (Nov.) SUNBEAM ALPINE Mk. III. Blue, black hardtop, soft-top, overdrive, heater. Servo disc brakes, chrome rack, tonneau cover, twin choke Webbers. 12,000 miles. One owner. £745
1963 (Nov.) SUNBEAM ALPINE Mk. III. Moonstone. Overdrive, seat belts, heater, discs. One owner. 12,000 miles. Lovely example. £665
1964 TRIUMPH SPITFIRE. White, black hardtop. 6,000 miles. Radio, heater, tonneau, discs. One owner. Quite unmarked. £595
1963 (Oct.) TRIUMPH TR.4. Green. Overdrive, seat belts, heater, discs, tonneau cover. One owner. £765

YOU CAN'T MATCH OUR SERVICE

BUTLERS GARAGE

24-26 SEABOURNE ROAD
POKESDOWN, BOURNEMOUTH
Telephone: 48202

Embassy Motors

CHARTERED MOTOR ENGINEERS
REPORT WITH EVERY CAR.
GUARANTEE INCLUDES MONEY BACK
IF DISSATISFIED

127 SEABOURNE ROAD, SOUTHBOURNE
PHONE: BOURNEMOUTH 48444

BOX D.452

Sports Advertising, 91 Church Road, Hove, Sussex.

STOCKER & SHEPHERD LTD.

MOTOR CYCLES, SCOOTERS AND MOPEDS THREE-WHEELERS Cars

Part Exchange At All Departments

CARS AND THREE-WHEELERS

177 - 179 OXFORD ROAD, READING.

Tel. Reading 53983

63-65 READING RD PANGBOURNE.

Telephone

PANG 424

...
SIDE CARS AND MOPEDS

MOTOR CYCLES, SCOOTERS,

129 - 133 OXFORD ROAD, READING.

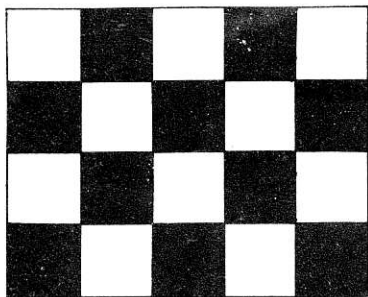
Tel. Reading 52746

**for advertising rates
in this magazine contact**

**sports
advertising**

91 CHURCH ROAD
HOVE, SUSSEX

Telephone 774075



pit-stop

Rendezvous of the Enthusiast

ACCESSORIES & SPEED EQUIPMENT

SELF - DRIVE HIRE

NEW CORSAIRS AVAILABLE

by Day, Week or Month

TUNING AND SERVICING BY ENTHUSIASTS

OPEN ON SUNDAY MORNING

9 CARLTON PARADE . ORPINGTON . KENT

Telephone : ORPINGTON (MM) 24035

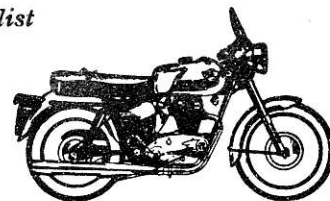
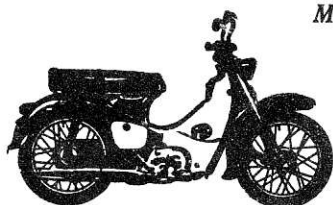
JOHN W. GROOMBRIDGE

Mayfield Road Garage, Cross-in-Hand,

HEATHFIELD, SUSSEX

Tel. HEATHFIELD 2466 (3 lines)

Motor Cycle, Scooter, Three Wheeler & Light Car Specialist



Main Agent for over 50 Leading Makes of Motor Cycles,
Scooters, Mopeds, Three Wheelers & Cars

THE LARGEST STOCK IN THE SOUTH

Over 500 New and Used Motor Cycles, Scooters and Mopeds, In stock
50 New & Used Three-Wheelers and over 80 New & Used Cars & Light Vans
Huge Stocks of Spares and Accessories (24 Hours C.O.D. Service)

